

Easy container loading

Container Loading Solutions Australasia (CLSA) has continued to develop its Seafreight Loading Chassis (SLC) product line to provide new customised loading and shipping systems based on its original loading chassis. Leading companies have been trialling the new SLC systems.

Stramit Building Products

Stramit Building Products (Stramit) has been one of those evaluating the new systems and CLSA has just concluded a successful trial of its customised SLC for the shipment of roller doors from Melbourne to Tasmania.

The brief from Stramit was to develop a system that allowed the roller doors to be loaded with minimal handling, while preventing contact between roller doors. The objectives were to reduce product damage and the requirement for expensive packaging.

Not only have these objectives been met, the new SLC also allows Stramit to utilise containers rather than flat bed trailers. The use of containers reduces freight costs and improves loading productivity.

CLSA, in conjunction with its principal, Container Loading Solutions International (CLSI), has now developed a chassis with a series of post or uprights that allow doors to be hung. The loaded chassis can then be simply rolled in and out of the container.

Stramit will use two SLCs per 40' container. The chassis design allows up to 80 standard rollers doors to be loaded into each container, without any door touching another or requiring foam packing materials.

An added advantage of the system is that the chassis can be pre-loaded prior



to the container arriving. It can then be rolled into the container in a matter of minutes. This removes the costs associated with leaving a trailer on site for hours while the load is built.

Once the SLC has been unpacked at its destination, the roller door posts are packed back into specially designed cavities in the floor of each chassis. The chassis design also allows for chassis nesting for economical return back to the Melbourne factory.

Second generation

CLSA has recently concluded trials of its next-generation SLC. This new SLC is 20 mm lower in profile, which offers improved cargo capacity. The lower profile has increased return efficiency by more than 15%.

CLSA has also developed a new SLC that can be lifted fully loaded. Customers will have the opportunity of rolling this new SLC from containers, and the loaded chassis can then be lifted onto a waiting trailer for delivery directly to the customer. This highly simplified process reduces handling, which means less damage and increased productivity.



Future developments

Two major issues within the distribution industry are working at height and gate-to-gate travel times.

Recently CLSA has been working with several customers to develop responses to these issues. It is currently developing new 20 ft. and 40 ft. chassis that can be lifted by forks and can be hoisted, or rolled, off loading docks directly into containers or onto trucks.

These exciting developments eliminate height safety issues while dramatically reducing loading and unloading times. Chassis can now be pre-loaded at ground level and then either lifted, or rolled directly onto truck trays via a special track system.

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